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No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 2ND, 1913.

Now that Sir RICHARD DANE, K.C.I.E. has arrived in Peking to take up his new duties as Associate Chief Inspector of the Salt Gabelle, no time is likely to be lost in making preparations for the reorganisation of this important asset contemplated under the Quintuple Loan Agreement. Sir RICHARD DANE spent the last ten years of his service under the Government of India in looking after the salt revenue, so that he comes to China with a practical knowledge of the work such as few foreigners possess. The Chinese Government, in assigning the entire revenues of the Salt Administration as the principal security of the big Loan, has good reason to believe that when the administration of the gabelle has been reorganised the revenue from it will be ample for the service of the Loan. The only question is as to the willingness of the Provinces to hand over the revenue to the Central Government. It has been calculated, on the assumption that the consumption of salt in China is per capita about the same as in India, that the Chinese Government, having regard to the larger population in China and the higher excise, should be able to count upon a revenue of not less than \$120,000,000 per annum from this source alone. But under what has been described as "normal conditions," the Salt Gabelle, it is stated, should have yielded a revenue in 1912 of \$71,563,222; though this is regarded as "far less than the amount actually collected." We are without the means of

knowing what amount was actually received by the National Treasury last year; but we observe that in the Budget for the first half of the present year, which has just been submitted to the National Assembly, the revenue of the Salt Gabelle is estimated at only \$1,837,542, derived from three provinces! The other provinces had sent in no estimate of their probable remittances to Peking; the reason for this omission doubtless being that they are not disposed to remit these revenues to Peking. Some of the Provinces, indeed, have openly claimed the right to retain the proceeds of the salt taxes for local expenditure, including payment of troops. Mr. W. V. DRUMMOND in his pamphlet on "China To-day," writes of the salt taxes as being no security at all for a loan. He remarks:—

"Railways can be occupied, if necessary, by military force, though of course at great expense, but when it comes to matters like the Salt Gabelle, and Provincial taxes, it is practically certain that such securities could never be reduced into possession, or realized, in the event of default, by anything less than a military force which would amount to an occupation of the country. The salt gabelle could never be really controlled by foreigners. The system is extraordinarily complicated, the salt-producing districts are situated, in some cases, far inland, and the men who now control them are a very rough, reckless set, who would never peacefully submit to having their work supervised by foreigners. If a few foreigners were sent to each place they would go at the peril of their lives, and lives would soon be lost. As regards the supervision of salt accounts this would be an impossibility. Foreigners would have to accept accounts, and papers which they could not possibly check, and the nominal supervision would in reality be quite worthless and would not improve the administration at all. The mere establishment of an office at Peking would not be of the slightest value. There must be foreigners stationed at each of the places where salt is prepared for sale, with ample powers of supervision, and as this would prove to be practically impossible, the only way to make the Salt Gabelle a real security for loans would be to place it wholly under the management of foreigners on a system similar to the Maritime Customs."

We can only follow the course recommended in another connection by the British Prime Minister, viz., "wait and see." The attempt has to be made. China's credit is at stake, and as recent events have already demonstrated that the Central Government's control over the Provinces is much more effective than many of us imagined, we are quite prepared to believe that an effective central control of the salt revenues may speedily be numbered among the "realised improbabilities" of which the East has afforded us so many striking examples in the course of the last fifty years. Neither the Government at Peking nor the Powers interested in the Loan are blind to the difficulties of the task of reorganising the Salt Administration, as the alternative security provided for in the Loan agreement makes sufficiently plain. The Loan Agreement provides that during the period required for the purpose of this reorganisation the Provinces of Chihli, Shantung, Honan and Kiangsu shall pay into the contracting Banks in monthly instalments the funds necessary to meet the service of the Loan. Payment of these funds is secured by a first charge upon certain revenues of the Provinces named. The Chinese Government has in accordance with the terms of the Loan Agreement officially notified the Legations that the obligations thus imposed have been officially recognised by the proper Provincial Authorities for the respective amounts assigned to each Province. These Provincial contributions are to be suspended as soon as the revenue collection of the Salt Administration over a period of one year shall be sufficient to cover the service of all loans and obligations now secured thereon, including that of the new Loan, together with a margin sufficient to cover a further half-year's interest on the latter. The service of the Loan is then to be paid from the revenues of the Salt Administration. As soon as these revenues shall have been maintained for three successive years at the amount required for such service and margin the aforesaid Provincial liability is to cease. Moreover, it is provided that the revenues of the Salt Administration pledged under the Agreement shall, in case of default, after a reasonable period of grace be administered by the Maritime Customs Administration for the account and in the interest of the Bondholders. Out of the proceeds of the Loan a sum of \$20,000,000 is to be assigned for the purpose of reorganising the Salt Administration, and if Sir RICHARD DANE succeeds in doing for the Salt Gabelle what the late Sir ROBERT HAIG did for the Maritime Customs future generations of Chinese, will have good reason to bracket his name with that of the distinguished Irishman as those of men who, in an age of inefficiency and corruption, which exposed the country to grave dangers, set their feet firmly on the path of progress by furnishing for a country, in two of its principal revenue-earning departments, shining examples of efficient organisation and honest administration for other departments to emulate.

Lawn bowls has become very popular in Singapore this year, new greens being responsible for the flip to the game.

The American community in Shanghai has made arrangements for "a fitting celebration" of Independence Day on July 4th.

A Reuter's telegram from Peking states that it is understood that the Waichiaopou has requested Great Britain to arrange for the re-shipment of opium from the treaty ports.

Notice is advertised of an extraordinary general meeting of shareholders of the Star Ferry Company, at which a resolution will be proposed to increase the capital from \$300,000 to \$400,000.

Mr. Klimanek, formerly of Hongkong, has just won his way into the final of the Shanghai gentlemen's lawn tennis singles, beating Mr. Barrett 2-0, 6-2, 8-6. He now meets Mr. Touissant, thus repeating last year's history of the struggle.

Tientsin papers report the death, at home, on June 20, of Mr. W. W. Dickinson, formerly of Tientsin. The deceased was a director of the Indo-China Navigation Company, and for many years he was Hon. Treasurer and Chairman of the Tientsin Municipal Council.

The prices realised at the June opium sale at Calcutta show a drop of nearly three lakhs of rupees as compared with the last sale. Only 575 chests of uncertified drug were offered and realised Rs. 14,29,450 against Rs. 17,18,825 the same number of chests last year. The general average price per chest was Rs. 2,496 as compared with Rs. 2,991 last month.

Mr. Chas. H. W. Kew was on Monday presented by the staff of the Hongkong and Kowloon Wharf and Godown Coy. with a gold watch and aqueduct barometer. Mr. Brown, the Acting Secretary, who handed him the gifts, made appropriate and complimentary references to Mr. Kew's long service in the Company and wished him success in his new firm, Messrs. Rudolf, Wolff & Kew.

A foreign suit for divorce is engaging the attention of the Japanese Court at Kobe, the parties to the suit being Mr. and Mrs. J. S. Happer, who have long been resident in Japan and are well-known there. The suit is brought by Mrs. Happer, who alleges ill-treatment and desertion. No defence was offered. The marriage took place in 1902. The decision of the case was expected to be rendered yesterday.

A crocodile attacked a District Officer's boat in Borneo on the 17th ult. The incident is recorded by the *British North Borneo Herald* as follows:—"Leaving Trusan again in the small boat the party were returning to the launch, when, without the slightest warning, a crocodile which had been seen in the morning, attacked, charging the boat, not exactly in the rear but slightly on the starboard quarter, fortunately without any other effect than to leave teeth marks on the boat. Had the brute so desired, it could easily have had the D.O.'s boy, who was squatting absolutely in the stern, steering. However, white meat was evidently in greater demand, and it was a very near thing indeed for the D.O. Had it been a full-grown Saurian this recital would have had a more tragic ending. As it was, no further attack was made. It had the effect of making the boatmen, tired as they were, row as they never rowed before, till they were well out at sea."

MALINI, THE MAGICIAN.

Malini, the Magician whose name has been so much in evidence in the Colony recently, gave his first public performance here last night, in the new lounge of the Peak Hotel. The audience numbered over 100. Malini in the course of an hour's entertainment proved to the complete satisfaction of all to be a magician of the very first rank. Many of his card tricks were new and truly wonderful, and the entire entertainment afforded the greatest pleasure. After this taste of his quality he should be able to count confidently on a full house at the City Hall to-morrow night.

INTERESTING TIN FIND IN THE MALAY STATES.

A remarkably rich lode has been discovered by Dr. F. Th. Muller, on the property of Messrs. Mertens & Co., Ltd., at Tanjung Rambutan, Ulu Choh, under somewhat interesting circumstances, says the *Times of Malaya*. A tiny stream of water trickling through the jungle was found to contain iron oxide, and in the bed of the stream a little townaline and iron pyrites were discovered. The stream was followed to its source, a spring, where brown ironstone and iron sulphide were found in decomposed granite. Blasting operations were then carried out and pegmatite rock containing townaline and a little violet fluor spar was opened up. A shaft was put down and at five feet the deep tin-ore lode was struck. The values, we understand, are extremely high.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

JAPANESE MINISTER'S ILLNESS.

TOKYO, July 1st.

Despite repeated denials, Prince Katsura is pronounced seriously ill.

DISTINGUISHED CHINESE VISITORS.

TOKYO, July 1st.

Sun Pao Chi and Li Sheng To have arrived here on a visit which

arouses interest. They deny that they are on an official mission.

[Probably these are the gentlemen despatched from China to Japan to counteract the impression created by Sun Yat Sen.]

[THROUGH REUTER'S AGENCY.]

THE PRIZE RING.

LONDON, July 1st.

At the National Sporting Club in the fight for the heavy weight championship of Great Britain Bombardier Wells knocked out Paddy Mahoney in the thirteenth round. Mahoney's jaw was fractured in the fourth round, and he was sent to hospital at the conclusion of the fight.

GERMAN DEFENCE BILL.

BERLIN, July 1st.

The Reichstag has finally passed the Defence Bill, agreeing to the six new cavalry regiments demanded by the Government, three of which the Budget Committee previously struck out.

A proposal by the Opposition, introducing in the Military Penal Code the principle of extenuating circumstances, and providing in such case for imprisonment instead of penal servitude, was also adopted.

A Socialist amendment demanding the taxation of the Princes was rejected by 193 votes to 109, and thereupon the Taxation Bills were passed.

The Reichstag was prorogued till the 20th November, after a speech in which Dr. Bethmann von Hollweg paid a tribute to the Reichstag for accomplishing the great work in one of the most memorable sessions in its history of safeguarding peace and the honour of the country.

RUSSIAN REACTIONARY PRESS LAW.

ST. PETERSBURG, July 1st.

The reactionary Press Law has been postponed owing to the opposition of certain Ministers.

FORTHCOMING NAVAL MANOEUVRES.

LONDON, July 1st.

Altogether 346 ships, including 46 battleships, will assemble at the forthcoming Naval manoeuvres in the North Sea and the English Channel. Attempts will be made to convey transports to land large bodies of troops with a view to testing the possibilities of raids. Vice-Admiral Sir G. A. Callaghan commands the British and Vice-Admiral Sir John Jellicoe the enemy.

SIR IAN HAMILTON TO VISIT NEW ZEALAND.

WELLINGTON, July 1st.

General Sir Ian Hamilton visits New Zealand in 1914 to report on the results of the present system of training.

MR. LYTTELTON'S ILLNESS.

LONDON, July 1st.

The Right Hon. A. Lyttelton, M.P., is not yet out of danger, but there is slight ground for hope that he will recover. He is suffering from internal rupture possibly the result of playing cricket last week for the first time for years.

ENGLISH COUNTY CRICKET.

LONDON, July 1st.

Leicestershire defeated Derbyshire at Chesterfield by an innings and 48 runs. The match between Middlesex and Essex at Leyton was drawn.

OBITUARY.

LONDON, July 1st.

The death is announced of Mr. John Dicklander, a director of rubber estates in the Federated Malay States and Java.

[THROUGH REUTER'S AGENCY.]

RENEWAL OF WAR IN THE BALKANS.

SERIOUS FIGHTING AMONG THE ALLIES.

BELOGRADE, July 1st.

At three o'clock yesterday afternoon fighting took place between the Servians and Bulgarians at the front for a distance of 30 miles.

A later message announced that the Bulgarians had attacked the Greeks on the whole front.

LONDON, July 1st.

Greek telegrams confirm the report of the Bulgarian general advance. The Greek outposts are retiring according to orders. The Greek public accuses the Bulgarians of bad faith, and of playing on the Ministerial crisis with notes and counter notes, so as to gain time to prepare for aggression, though the experts regard the Bulgarian advance as of little strategic importance.

Meanwhile both the Government at Athens and the Government at Sofia are reciprocally protesting on account of the aggression.

A later message says there has evidently been severe fighting on the Servian and Bulgarian frontiers. Each vehemently accuses the other of attacking, and the Bulgarians declare that the affair was started to support the War Party in the Skupstina.

BELOGRADE, July 1st.

During the sitting of the Skupstina the news was spread that Bulgarians had attacked the Servians along the entire frontier, and there was so much excitement that the House was adjourned.

GREEK FLEET SAILS.

ATHENS, July 1st.

The King has gone to Salonika. The Greek Fleet hurriedly sailed for a destination which is at present unknown.

It is announced that the Greek fleet has gone to Thagezi and Eleuthera, both places being mentioned in Greek despatches regarding the Bulgarian advance. Thagezi is a place to which one of the Greek detachments retreated.

ROUMANIA'S ATTITUDE.

BUKAREST, July 1st.

"It is believed that the Balkan question will be settled by arbitration.

Roumania's real wish is peace in the Balkans, but if this is impossible Roumania will certainly take action in view of preserving not only her own frontier but also the Balkan equilibrium.

Roumania's intimation that she is prepared to take active measures if war breaks out among the Balkan States is variously interpreted. According to one view Roumania is following the advice of Russia and wishes to warn Bulgaria of the danger of her irreconcilable behaviour towards Servia, thereby improving the prospects of peace. Others ascribe to Roumania the desire to manifest her freedom from the influence of the Triple, especially Austria, who notoriously favours Bulgaria against Servia. Finally, others consider that Roumania is only considering her own interests and is determined to secure more territory as a set off to the eventual enlargement of Bulgaria. The last view is probably the most correct, but, whatever the motive, the effect is likely to be pacifying unless it encourages Servian recalcitrancy or the daily hostilities on the frontier become formal warfare.

GREEK REPRISALS.

ATHENS, July 1st.

It is announced that in consequence of the simultaneous Bulgarian attack along 140 miles of Greek front without a declaration of war the Greek Government has ordered the Bulgarian battalion at Salonika to surrender their arms.

BULGARIAN ORDERS.

SOFIA, July 1st.

Strict orders have been given Bulgarian troops to cease operations unless attacked by Greeks or Servians.

A COMPROMISE POSSIBLE.

LONDON, July 1st.

The Ambassadors will meet again on Wednesday. It is expected that the recent discussions of Governments and also of Ambassadors outside the conference will result in the conference now being more fruitful. It is likely that there will be a compromise even over the Epirus frontier.

[THROUGH REUTER'S AGENCY.]

PARSEVAL AIRSHIP PURCHASED BY BRITAIN.

LONDON, July 1st.

The new naval Parseval airship was most successfully launched at Farnborough. The airship, piloted by German, made a fine flight, encircling the Houses of Parliament and returning to Farnborough, where the Admiralty took it over.

THE CRYSTAL PALACE.

LONDON, July 1st.

The King has given £200 and Queen Mary and Queen Alexandra £100 each to the fund for the purchase of the Crystal Palace.

An anonymous donor has offered to give £20,000 to the fund provided £60,000 is subscribed in July.

THE HOME RULE BILL.

LONDON, July 1st.

The Home Rule Bill passed automatically through the committee stage of the House of Commons without being discussed.

Under terms of last week's resolution the Opposition protested loudly and challenged a division. The Bill was passed by 270 votes to 143.

CORRESPONDENCE.

"HAVE ANOTHER."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir.—The community is indebted to you for publishing the paragraph on the above subject in Monday's issue.

Most men are willing to listen to reason and it will be readily granted that such evidence as Dr. Hogg's is without prejudice and to the point.

Over one-half of the cases of habitual drunkenness are due to the "have another" fashion, and often it is the best and kindest that go under.

I am not one of those who see no good in the life of the East and the Treaty Ports in particular—there is much that is splendid; but who will honestly deny that the "have another" fashion is one of our worst evils?

It takes a strong character indeed to stand out against these unwritten laws, and it is sad to see many of our best young men come out from home, where they hardly touched intoxicants, and gradually drift into the drinking habit—not necessarily, to start with, to great excess, but sufficient to undermine the finest of their character and physique. I am not talking "in my hat," I have lived here long enough to see and know.

Cannot a strong public feeling be created against this drinking fashion? If the taipans, seniors, freemasons and other leaders in the Colony would only let it be known as their opinion and by their examples that they are, on principle, opponents of the "have another" and excessive drinking habits, a change would soon come over the community, and they would have done much to raise and maintain a higher standard of manhood in the Colony and Empire.—Yours, etc.,

ONE WHO KNOWS.

SUNDAY LABOUR ON SHIPS.

Captain Phillip Going, assistant manager of Holt's Wharves in Hongkong, in the course of a letter dealing with several shipping questions, published in the quarterly report of the Mercantile Marine Service Association, says:—

Another matter that should be gone into and improved upon is Sunday labour—that Sunday labour should be altogether stopped by Parliament. Why is it that the British sailor is the only man in the world who is fixed to work on Sunday in harbour, and not be paid overtime for such work? It is a scandal to the British Empire. And surely if the Church of England is so powerful they ought to be able to persuade Parliament to stop this iniquitous injustice to the British sailor.

Why can't England take a leaf out of the book of Australia, and stop all Sunday labour—or of Germany and other countries? These Shipowners grow fat with riches, gained by sweating their seafaring employees, and are not satisfied but demand Sunday work as well, and won't even grant overtime price. A fine example England is setting to the world, forsooth! No wonder that the Asiatic and other foreign countries have a contempt for the British and their humbug.

Here in Hongkong it costs only \$800 for a Sunday permit. That is paid willingly, as it is made up by a day's work—by the sweat of an overworked, underpaid British Officer; the cost should be \$2,000, and then, perhaps, the British Officer would have a day's rest and recreation.

CHINA'S BUDGET FOR THE HALF-YEAR.

A HUGE DEFICIT.

The Budget "for the various offices and yamens of the Central Government" for the first half of the Second Year of the Republic was recently submitted to the National Assembly. From the *Peking Daily News* we extract the following summary:—

GROSS TOTALS.	
Total receipts	\$ 51,336,880
Total payments	109,823,462
Deficit	\$17,486,572
When compared with the Provisional Budget of the four months, the expenses have increased tremendously.	
SUMMARY OF EXPENDITURE.	
The following are the gross totals of the present Budget, from the first to the sixth month of the second year of the Chinese Republic:	
Ministry of Foreign Affairs:	
Ordinary	\$ 1,679,856
Extraordinary	458,787
Total	\$2,138,643
Ministry of the Interior:	
Ordinary	\$ 1,835,101
Extraordinary	300,510
Total	\$2,135,611
Ministry of Finance:	
Ordinary	\$ 87,763,001
Extraordinary	2,867,103
Total	\$90,630,104
Ministry of Education:	
Ordinary	\$ 2,238,801
Extraordinary	4,048,950
Total	\$6,287,751
Ministry of War:	
Ordinary	\$ 20,273,449
Extraordinary	1,369,300
Total	\$22,642,749
Ministry of Navy:	
Ordinary	\$ 1,724,354
Extraordinary	8,229,250
Total	\$9,953,604
Ministry of Justice:	
Ordinary	\$ 740,448
Extraordinary	361,587
Total	\$1,102,035
Ministry of Agriculture and Forestry:	
Ordinary	\$ 1,369,228
Extraordinary	1,545,925
Total	\$2,915,153
Ministry of Industry and Commerce:	
Ordinary	\$ 13,319,600
Extraordinary	110,000
Total	\$13,429,600
Ministry of Communications:	
Ordinary	\$ 705,224
Extraordinary	16,794,423
Total	\$17,499,647
Grand Totals:	
Ordinary	\$131,549,305
Extraordinary	\$7,274,144
Total	\$138,823,449

SUMMARY OF RECEIPTS.

Ministry of Foreign Affairs	\$ 18,440
Ministry of Finance	2,679,169
Ministry of Education	80,912
Ministry of Agriculture and Forestry	14,530
Ministry of Communications	276,280
Remittances from the provinces	18,551,846
Customs Revenue	29,706,701
Total	\$51,336,880

REMITTANCES FROM THE PROVINCES.

Chihli	\$ 1,155,246
Fengtien	488,616
Kirin	185,000
Heilungkiang	45,000
Honan	2,088,971
Kiangsu	5,370,331
Shanghai	975,000
Shantung	2,955,000
Szechwan	2,174,761
Yunnan	150,000
Shensi	1,134,033
Sinkiang	331,023
Shantung	1,149,242
Kiangsi (Public Loan a/c)	400,000
Total	\$18,551,846

EXPLANATIONS.

The following explanations accompany the Statement:—

The amounts budgeted are reckoned in current dollars down to tenths of a cent. All the tax items in the original have been converted into dollars; hence one Keping Tael is recorded as \$1.50 of the usual currency, and one Keping tael, \$1.40.

The General Sections of the Annual Expenditure have been recorded according to the lists submitted by the various Ministries and the organs under their control. With reference to the General Sections of Annual Receipts, as at present the system of taxation has not yet been settled, the amount derived from receipts is not great, but they have temporarily been recorded in accordance with the lists submitted by the various Ministries, etc.

In order to avoid errors the Detailed Sections of the Receipts and Payments of the various Ministries have been recorded as received from them.

After auditing the estimated payments submitted by the various Ministries, this Ministry compared the figures of the payments with those of the Provisional Budget for the four months proportionately, and the cause of either increase or decrease have been stated in the Detailed Sections, so that there will be no misunderstanding. With regard to the receipts of the various Ministries, the amount is not a great one, and moreover the various provinces have not yet all submitted their reports to this Ministry.

The Ministry of Communications, the four departments of which, the Posts, Telegraph, Navigation and Railway, form a special estimate, the receipts of which can be recorded, the receipts of the rest of the Ministries cannot be similarly treated.

According to the Provisional Budget the pay of the Eight Banners at Peking is grouped under the estimate of the Ministry of War, while, in fact, the said Ministry is connected with the livelihood of the

Manchu people, and has nothing to do with military expenses. Hence it has been placed temporarily under the estimate of this Ministry.

With regard to the estimate of this Ministry, the Ministry of War at Chihli, Jehol and Chahar, it has hitherto been issued from the Treasury of this Ministry. As it has not yet been abolished, the amount budgeted for them has been half of that which has been allotted to them annually.

According to the estimate of the Ministry of War the expenses of the 8th division of the 2nd Army of Nanjing include a certain amount of bonds of public loans in lieu of cash payment, and as such practice would interfere with the uniformity of other Ministries, it has been left out of the General Sections of the Budget.

In compiling the present Budget this Ministry repeatedly telegraphed to the various provinces, requesting them to make telegraphic replies regarding the remittances they would send. According to the telegrams from Chihli and other provinces the total amount they should remit is less than \$18,000,000. Whether the said amount is remitted accordingly will be decided when the accounts are made up.

As the four departments of the Ministry of Communications—the Railway, the Posts, the Telegraphy and the Navigation, and the Mints and the Printing and Engraving Bureau, both of which are under control of the Ministry of Finance, have formed a special estimate, the surplus or deficit of these items should have been recorded in the total receipts or payment of the General Section of the Budget. But, as the receipts have not been recorded in the original estimates of the Navigation Department and the Printing and Engraving Bureau, the payments of both have been recorded, so that there will be no omission and they may be easily added by the various Ministries.

Some of the estimates submitted by the various Ministries and the various Yamen at Peking are wanting in details and erroneous, and moreover there is a lack of uniformity in form. However, it is expected that improvements will soon be effected so that perfection may be attained later on.

RAILWAYS IN YUNNAN.

The British Consular report on the trade of Mengtze for 1912 says that the problem of the construction of the Yunnan-Kuangsi railway occupied public attention in 1912, and the new Government has evinced a keen desire to put the work in hand as soon as the necessary funds can be obtained. At the present moment the trade of Yunnan passes to and from the coast by the French railway, which, owing to the great cost of upkeep, is obliged to charge exorbitant, and in some cases, almost prohibitive, freight rates. The construction of a line connecting the province of Yunnan with the West River will of necessity force the French to lower their tariff, thereby introducing a healthy competition which is at present lacking. Indeed, as in 1912 Hongkong took 86 per cent. of the trade of Mengtze, which is the market for Eastern Yunnan, there is every likelihood of a large part of the trade being diverted to the new route. The line was surveyed from Poch in Kwangsi at the head of navigation on the West River as far as Kutsingfu in Yunnan by Tao-tai Lo in 1911, and at the time of writing (8th March, 1913), the survey of the portion between Kutsingfu and Yunnanfu is being completed by Mr. Dawley, the American engineer in the employ of the Yunnan Government, who has found a practicable, though difficult, route into Kweichow. The line will strike northwards from Poch into Kweichow passing through Singifu, then westwards to Loping in Yunnan, northwards to Kutsingfu, and finally westward to Yunnanfu via Malungchow and Yanglin.

The much discussed branch line from the French railway at Kichin to the (in) mines at Kichin, which would be some 35 miles long, was carefully surveyed in 1912 by the American engineers, Messrs. Dawley and Hawley, but the Yunnan Government has been unable to decide whether it shall be built by the mine-owners at their own expense, by the Government as part of a branch line to connect Linanfu with the French railway, or by the French Railway Company. Of the three alternatives, perhaps the last offers the best solution of the difficulty, as the cost would be less and the workmanship better—the line being built by French engineers who have had experience of local conditions when constructing the main line from Tongking to Yunnanfu.

THE GERMAN ASIATIC BANK.

Speaking at the general meeting held in Berlin, the chairman said that the bank had been founded to assist trade with China, but there was no intention of taking over from the Chinese the risks attached to industrial developments. This was impossible owing to the unsatisfactory state of commercial law in the country, the only method of procedure being to form foreign joint-stock companies. The Chinese authorities did not encourage the formation of such undertakings, and it was very difficult to place the shares in Germany. It was stated that the bank had made a satisfactory profit from their participation in the recent Chinese loan. The capital thus placed at the disposal of the Central Government would enable it to consolidate the strength of the country, and should have a very good influence on Chinese trade generally. It was considered remarkable how quickly trade had revived, even in districts where the disturbances had been most serious, as in the Yangtze Valley. Railway developments were having far-reaching effects. The Bank's prospects for the current year were very favourable. The shareholders passed the recommendations of the Board, which included a dividend of 10 per cent. (m. 125 per share). Messrs. Franz Ehrig, Hugo Oppenheim, and E. Carl von Brauser were re-elected directors; Mr. Carl von Brauser was elected in place of Mr. Albrecht Otto, who retired on account of age, and Mr. Curt Erich, formerly manager, was also made a member of the Board.

A PRESIDENTIAL MESSAGE IN CHINA.

ON "THE GREAT EVIL OF THE DAY."

The following message has been issued by President Yuan Shih-kai:—

In a Republic, the sovereign power is vested in the people. Therefore the principle of the nation is that all things should be determined in accordance with the desires of the majority of the people, and the desires of the people may be embraced in two words, *i.e.*, Existence and Happiness. Since the executive organs have been unable to protect the people, they suffered misery and pain instead of happiness, and danger and death instead of existence. I, the President, when I came from my farm, could not bear to see the eternal sufferings of our innocent people. So, I assumed office in the moment of danger, and did not grudge the sacrifice of all my personal blessings. It was only because I thought that we Chinese, being descendants of an intelligent race thousands of years old, and learning the doctrines of virtue and righteousness taught by our ancient sages, should seek to transform the violently bad and to do away with the punishment of killing, and should never fight among ourselves, the brothers of one family, or destroy one another, that I endured contempt and shouldered responsibilities and tried my utmost to stop the violent waves of excited feeling among the people at that time.

However, my sincerity and credit have not been sufficient to move the people and to affect the situation. From the 9th month of the year before last up to the present time, the miseries of the people and the indirect losses to them have been immensely great. Legislation, which should have been speedily accomplished, has been indefinitely delayed owing to confusion, and the progress of administration has thus been handicapped. Besides, party prejudices and dissensions have been extensively prevalent and the distinction between right and wrong has been confounded: the appointment of officials has been almost without officers; and there has been danger of the tyranny of violent people. All these things are, of course, due to the fact that I have been incapable of fulfilling my duties for want of virtue and ability on my part. I have ever felt grievous and sad for it, and wished that I could shed tears in sympathy with my innocent people.

As the wind and the water are in constant contention, the waves can never be calmed. When the sparks are in friction with the iron, electric sparks will certainly leap out. Therefore, fearful of the warning that recourse to war is a great evil and acting upon the principle that wrongs should not be repented, I have entertained a hope that the vehement and noisy factions would ultimately change their course of action of their own accord, when they consult their better conscience. I have not been all timid in adopting this policy. For the salvation of the country and its people, we should pray heaven for the long life of the nation, but should not allow ourselves to endanger the existence of the nation by excitement and impulsive passions. The great evil of the mind of our people now-a-days is the misunderstanding of the true principles of Republicanism. Persons in general are borrowing well-sounding excuses for the carrying out of their bad designs, and under the pretext of selfish interest, they try to attain their selfish ends. These persons even go so far as to consider the forsaking of parents as a liberty and to regard the violation of Laws as a demonstration of equality. But they are ignorant of the fact that in whatever form of government—ancient or modern, domestic or foreign—law and propriety must be enforced for the regulation of the people.

I, the President, endeavouring to conceal the disreputable, and to publish the fair conduct of others, have made it a point not to ill-treat others even if they have ill-treated me. Therefore I sincerely hope that my Military men will obey orders, will not transgress their own office, and will not interfere with what lies outside their duty. I further hope that all those first promoters of the Revolution will be careful of their own reputation, will warn their companions and will prevent adventurers from creating disturbances in their names and thus to shake the foundations of the nation. By so doing, the evil spirit of the nation may be changed into a harmonious brightness, and the people revived from the death's door. Then I, the President, will certainly do my best for our citizens of the whole country and reform the administration of the Government with sincerity, trying to promote the blessing of peace of the world and to ensure the eternal happiness of the Republic. Although I may not be able to accomplish all these things, I am, however, bent on them with all my heart and soul, and hope that our countrymen will listen to me.

LIFE AND SPORT.

Professor Ferrero, of Turin University, has recently justified sport to his countrymen as one of "the best means to the overcoming of modern life." The movement and battle of modern life appeal him. "If ever the ancients could come back to live," says he, "their first impression, you may be sure, would be that men had become mad." The word "ancients" is of large significance and covers a vast deal of ground. But when Professor Ferrero contrasts with their tranquillity our own intellectual excesses I think that, in overrating the influence of "progress," he belittles the still unaltered wisdom of the ancients.

When also changes in a changing world the legitimate activities of mankind remain steadfastly in the same groove. If we appeared mad to a ghost of ancient days it would be because we are at infinite pains to do less, not more, than they. We exhaust ourselves in a kind of busy idleness. We have permitted the apparatus of life to encroach omnivorously upon life itself. We know less than the ancients knew, we do less than the ancients did, we think less than the ancients thought. All that we have achieved of new and strange we have achieved at the expense of intellectual enterprise.

MODERN NEWSPAPERS.

We prove our superiority over the ancients in two directions: in the swift transmission of news and in the rapid transport of our bodies from one place to another. Every morning a day's history of the world is open before us. The latest news of far Cathay is sent to us in a few minutes. By a whimsical paradox we anticipate what happens in Australia by a round twelve hours. These marvels were beyond the scope of the ancients. Are we one whit the better because we have converted them into commonplace? The swift collection and dispersion of news have had no other effect than to make us universal busybodies. A telegraphic dispatch permits us to assume a knowledge which is not ours. We look on at events as we look on at games, taking no part in them and affecting a kind of knowing indifference. Instead of being fed upon activities of our own, we gladly accept whatever mental sustenance newspapers and cinematographs may give us.

We live at second-hand in the enterprise of bolder spirits and do not recognize of what our restless curiosity deprives us. The fact that, following hard upon events, we read of a murder in India a few hours after it has been committed does not soil our hands with blood. Thus we gloat over the crimes and praise tepidly the virtues of men and women whom we never confront in the flesh, and we fondly believe ourselves to be finer fellows than the ancients who, not allowed to read the latest scandal upon the tape, patiently relied upon travellers' tales for their knowledge of the outside world.

"WE HATE TO BE QUIET."

The other conjuring trick in which we easily surpass the ancients is the rapid transport of our bodies through the air—redundant, even less to our glory and profit. No man can be said to live while he is being hurried from one place to another. He is, at best, in a state of suspended animation. Never did the rage to live approximate more nearly to death than in these days of superhuman bustle. The real work of the world is accomplished in tranquillity and solitude. And the present generation hates to be quiet even more than it hates to be alone. Here, at any rate, the advantage was with the ancients. What I have called the apparatus of life left them unencumbered. They were not prevented by the noisy machinery of existence from serving, as best they might, the State and their intelligences.

The Athenian citizen, for instance, had far more time for his lawful tasks and pleasures than the Englishman of to-day. He stayed perforce in one place and did not hanker after the gossip of the antipodes. By this inevitable concentration he gained in intelligence and perceptiveness. If his world was small it was a world in which he and his friends played a practical and urgent part. The Athenian democracy followed the sad path taken by all democracies and involved a gracious people in ruin, but at least it impressed the citizens with a sense of life's reality. The men who, not content with casting lots and serving on juries, obeyed the summons to fight for their city did their best to deserve the title of democracy. In our days to bear arms for the country is accounted an act of shame. The whole duty of a modern citizen, we are told, is to give an interested vote and to extract by the blackmail of the ballot whatever does the wealth of the thrifty and industrious may provide.

THE BUSINESS OF SPORT.

It is not easy, therefore, to appreciate the extreme mental tension for which Professor Ferrero demands the counterbalancing of sport. And even if some wholesome diversion were necessary, then sport, as it is interpreted to-day, would seem to be neither beneficial nor recuperative. For sport, as our ancestors discerned it, was long ago changed into a serious business. Everyone is a professional nowadays and plays his game with a depressing gravity. Whether it be golf or cricket, football or polo, which engages his leisure, he banishes all home of enjoyment when he goes upon the field. He attacks the so-called sport as though it were the one stern occupation of his life. He does not set about it with a mind freed from anxiety or as one

resolved upon an hour of joyous recreation. The game itself, as it is played to-day, brings with it its own pang, its own heart-burnings. If you would test the truth of Froisart's often-quoted sentence that the English take their pleasures sadly, you have but to watch a game of golf. The ministrants face their task with a hieratic solemnity, as though they were engaged in a religious ceremony. And when the battle is lost and won the poor antagonists must needs fight their battle over again at a dull fireside, explaining how they "fooled" this shot or that, and laying all the blame of their own ineptitude upon a blameless implement.

A MONSTROUS NEW INVENTION.

And then, as though the sport of to-day were not already a gloomy kind of professionalism, we have invented a monstrous thing known as "international sport," the finest incentive yet discovered to ill-feeling and uncharitableness. If an Englishman is beaten upon the running path by a man of another race we leap instantly to a pious conclusion of national degeneracy. In a storm of jealousy and rancour the one fair purpose of sport—a loss of the game—is instantly overwhelmed. Set face to face in rivalry with foreigners we forget the duty of losing, we obscure our ancient hope that the best men should be victorious, we make an open declaration of our faith that sport has but one purpose, which is to win. And so fiercely has the mimic warfare been waged—that before long every Foreign Office in the world will be compelled to establish a department which shall control the hostile enthusiasm of international sport.

Professor Ferrero, then, in suggesting sport as a mitigation of intellectual excess and nervous tension, suggests a remedy more violent than the disease. If we followed the path of sanity we should do more work, not less, and we should double our leisure by no more arduous a process than by refusing to exhaust the energies which God gave us in useless motion and idle curiosity.

AN ENGLISHMAN.

Daily Mail.

THE "NEW WOMAN" CRUSADE IN JAPAN.

IS IT DUE TO MAN'S CONDUCT?

VIEWS OF MINISTER OF EDUCATION.

Mr. Okuda, Minister of Education, has been interviewed by the *Chronicle* on the subject of the "New Woman" in Japan. Many women, said the Minister, seem to have lately made their appearance under the various banners of "New women," "New true women," etc., and are attracting a good deal of public attention. But to tell the truth, I am at a loss to understand what activity these women contemplate and what are their motives and principles for taking such steps. As far as I can gather, they are trying to transplant to Japan, wholesale, the extreme doctrines and unwholesome novels which have such vogue in some parts of Europe and America, without modifying them to suit the Japanese people. If their movement is actuated by a consciousness of the necessity of freeing themselves from the yoke imposed upon them by man, and refusing to implicitly submit to the latter's orders, or by indignation at the attitude of some men, who regard women as mere dolls, and demand from them ideals of chastity which men themselves disregard—if these be the real reasons for women's recent activity along this line, I think there is some reason in their attitude. But if they merely aim at improving men's conduct, there are many other ways in which this can be attained without taking such steps as at present contemplated.

Of course, I am ready to admit that some men of the present day are given to selfishness and thoughtlessness as to woman's proper place in life. Some men, it is true indulge in all kinds of dissipation, and instead of being ashamed they rather take pride in their infamous conduct. This tendency is especially observable among the higher classes, who ought to set a better example to the lower classes. This state of things is, I fear, very injurious to the training of the young, to say nothing of the unhappiness caused in the home. I am surely not guilty of exaggeration if I say that in a few cases of unhappiness in the home, a few cases of unhappiness in the home, now so common in Japan, are due to the misconduct of men. I will not venture an opinion as to whether men and women should be accorded the same rights and should be placed on a footing of equality, but I will say that the present relations between man and woman in the home are in need of great improvement. In order to solve the "woman problem" in Japan, I would draw the attention of men to the necessity of greater circumspection in their own conduct and the need of paying greater respect to women. At the same time, the women must deem it their first duty to practise those virtues upon which alone healthy and happy households can exist. So far as Japan is concerned, the education of the girls and young women must be carried out on a principle looking to providing good wives and wise mothers.

Continuing, the Minister said:—Some people entertain the fear that the woman's movement for participation in the government will find its way into Japan. I personally do not think this likely, especially if female education in Japan sticks to the principle based on the traditions of "a good wife and wise mother," as we say in Japan. If you do not wear glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

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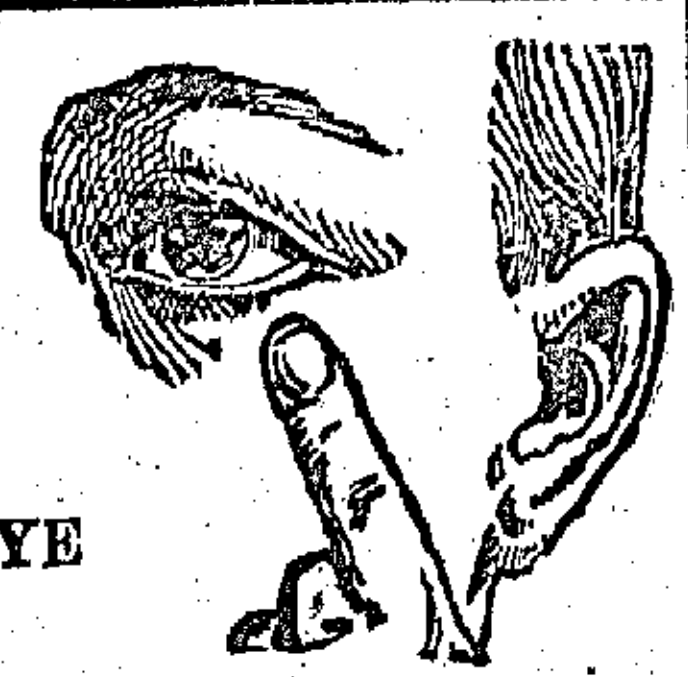
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HAYRE, LONDON & ANTWERP	GERMANY	Ger. str.	K. W.	Jan. McMillan	HAMBURG-AMERICA LINE	About 18th inst.
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GENOA, NAPLES, LONDON, HAMBURG & ANTWERP	ISCHIA	Ital. str.	K. W.	Bolsi	CARLSEN & Co.	On 4th inst. at Noon.
MARSEILLE, ROTTERDAM, HAMBURG & ANTWERP	FURST BUELOW	Ger. str.	K. W.	Krauel	HAMBURG-AMERICA LINE	To-day.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	G. T. Jones	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 15th inst. at 1 P.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	T. Saito	OSAKA SHOSHN KAISHA	On 15th inst. at 1 P.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 23rd inst. at 1 P.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	N. Kobayashi	OSAKA SHOSHN KAISHA	On 9th inst. at 10 A.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	F. Prosch	MESSAGERIES MARITIMES	On 15th inst. at 4 P.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	J. P. Jones	SANDER, WILHELM & Co.	About 31st inst.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	M. Nagaya	OSAKA SHOSHN KAISHA	On 6th inst. at Noon.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 5th inst. at 2 P.M.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	P. H. Bole	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at 2 P.M.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	Kamoshita	DAVID BARROON & Co., Ltd.	To-morrow, at 3 P.M.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	C. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 9th inst. at 2 P.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	W. W. Tucker	NIPPON YUSEN KAISHA	On 12th inst.
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MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	Cornack	MESSAGERIES MARITIMES	End of July.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	J. Koehler	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MARSEILLE, LONDON & ANTWERP via SINGAPORE, &c.	ATLANTIC	Ger. str.	—	Sidford	BUTTERFIELD & SWIRE	To-day, at 10 A.M.

SHIPPING

ARRIVALS.

DAGNY, Norwegian str., 885, P. Solvesen, 30th June—Hohow 25th June, Coal and General.—Aagaard, Thoresen & Co.

FUKU MARU, Japanese str., 3,087, R. Tomimura, 1st July—Mojji 25th June, Coal.—Mitsui Bussan Kaisha.

HANGSANG, British str., 1,356, S. Wilde, 1st July—Shanghai 25th June, General.—Jardine, Matheson & Co.

HITACHI MARU, Japanese str., 5,168, T. Yamawaki, 1st July—Singapore 26th June, General.—Nippon Yusen Kaisha.

KORBER, Austrian str., 3,439, Zamara, 1st July—Singapore 26th June, General.—Sander, Wieler & Co.

LINCOLN, British str., 2,375, Jackson, 1st July—Mitsui Bussan Kaisha.

LILLY RICHMOND, German str., 2,000, W. Huberbusch, 1st July—Hamburg 28th April—General.—Mitsui Bussan Kaisha.

LONGSAND, British str., 1,093, W. G. Leask, 1st July—Manila 28th June, General.—Jardine, Matheson & Co.

MANGSANG, British str., 1,646, Cornick, 30th July—Sandakan 23rd June, Timber.—Jardine, Matheson & Co.

SIKANO, French str., 615, J. Pannier, 30th June—Haiphong 28th June, General.—Messageries Maritimes.

DEPARTURES.

July 1st.

ARMAND BEIG, French str., for Europe.

BRASILIA, German str., for Singapore.

C. DIEDERICHSEN, Ger. str., for Paochoi.

ERNEST SIMONS, French str., for Saigon.

HAIRYANG, British str., for Swatow.

INABA MARU, Japanese str., for Yokohama.

PERIA, American str., for Manila.

KYODO MARU, Jap. str., for Newchwang.

TELEMACUS, British str., for Saigon.

TIENSTIN, British str., for Ningpo.

SHIPPING REPORTS.

The British str. *Longsanding* reports: Moderate N.W. monsoon, cloudy and rainy.

The British str. *Hangsang* reports: Weather fine and cloudy with light variable winds and sea smooth.

PASSENGERS.

ARRIVED.

Per *Sikano*, from Haiphong, Mr. Tenth.

Per *Longsanding*, from Manila, Lieut. and Mrs. Wm. Bevan, Mr. B. Whitcomb, and Rev. A. Marco.

Per *Hitachi Maru*, for Hongkong, from London, etc., Mr. and Mrs. N. Akizawa, Mr. M. Abe, Mr. A. Ikeda, Miss Akizawa, Mr. T. Hoshikaki, Mrs. A. Jones, Mr. H. Garrow, Mr. T. Ogawa, Mr. S. Toda, Mr. and Mrs. P. H. Twan.

DEPARTED.

Per *Indie Maru*, for Japan, etc., Mr. and Mrs. Andrews, Mr. K. Shimu, Rev. W. H. Hewitt, Mr. A. Capozzi, Mr. and Mrs. Henderson, Mr. J. M. de Leuna, Mr. H. E. Warren, Capt. Chiffins, Mr. Bunking, Mr. Pheasant, Mr. McLean, Mrs. Nagaya, Mrs. K. Kimura and Mrs. S. Matsuyama.

Per *Pekin*, for San Francisco, etc., Miss G. E. Mackintosh, Mrs. A. Mackintosh, Mr. F. M. Broderick, Mrs. C. M. Young, Mrs. J. B. Brown, Capt. H. Maxsted and servant, Mr. M. Darrach, Mr. R. Cox, Mr. A. L. Rock, Mr. and Mrs. H. E. Price, Mr. A. H. Anderson, Mr. and Mrs. P. Grossmann, Mr. L. A. Young, Miss R. Holstein, Mr. P. F. Huber, Major T. J. Hunter and Mr. N. Rabinowitz.

Per *Sado Maru*, for Seattle, etc., Mr. and Mrs. P. B. Bowden, Mr. and Mrs. W. P. McElhone, Mr. E. J. Hingle, Messrs. R. and A. E. Connell, J. Smith, S. Komor, Blagrove, Brunt, Millo, Lieut. J. E. Shearer, Mrs. Broome, Mrs. Cole and child, Mr. R. N. Chaudhary, Mr. Kate, Mr. and Mrs. Hingene, Miss A. Bowman and Miss F. Bowman.

Per *Mishima Maru*, for London, etc., Mrs. Troutbeck, Mr. K. Isono, Prof. S. Honda, Mr. and Mrs. Duncan, Mrs. Garland and child, Miss J. Quinn, Mrs. A. Presby, Mr. and Mrs. Callon, Mr. and Mrs. Nakatani, Mr. R. L. Kup, Mr. M. Miyasaka, Mr. S. Fujita, Mr. J. Tanazawa, Mr. V. Nakonishi, Mr. S. Naisachi, Mr. S. Fujita, Mr. J. Tanazawa, Mr. V. Nakonishi, Mr. S. Naisachi, Mr. S. Yola, Mr. and Mrs. C. A. de Roza and child, Mrs. Hewitt and infant, Mr. J. English, Mr. and Mrs. Van Weel, Mrs. R. and Mrs. Tomimura, Mr. Lloyd, Mrs. R. Kershaw, Mrs. S. Kershaw, Mr. T. Kershaw, Mrs. Murakami, Mrs. Hayashida, Mrs. Oda, Messrs. Clarke, R. Yokoyama, T. Fujita, Yamashita, Y. Wada, H. Ono, S. Mori and G. Fukushima.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-cou-ver	Quebec	Liver-pool	Leave	Arrive	Leave	Arrive	Leave	Arrive	Arrive
EMPERESS OF JAPAN	2 July	5 July	7 July	9 July	11 July	23 July	31 July	7 Aug.	6 June	13 June	EMPERESS OF RUSSIA	18 June	29 June	30 June	2 July
EMPERESS OF RUSSIA	16 July	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	—	—	EMPERESS OF INDIA	2 July	16 July	17 July	19 July
EMPERESS OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	23 Aug.	28 Aug.	4 Sept.	18 July	25 July	MONTEAGLE	23 July	8 Aug.	11 Aug.	13 Aug.
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	31 Aug.	4 Sept.	11 Sept.	—	—	EMPERESS OF JAPAN	30 July	13 Aug.	14 Aug.	16 Aug.
EMPERESS OF JAPAN	27 Aug.	31 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	1 Aug.	8 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.

PASSAGE RATES—HONGKONG TO LONDON.				THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"				
		VIA QUEBEC.	VIA NEW YORK.					
EMPERESS OF RUSSIA	} Inclusive of Meals and Sleeper across Canada.	£71.10	£71.10	registered tonnage 16,850, displacement 31,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.				
EMPERESS OF ASIA				SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."				
EMPERESS OF INDIA	do. do.	£65	£67	THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.				
EMPERESS OF JAPAN	} Meals and Sleeper across Canada. 25 additional.	£43	£45	Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.				
MONTEAGLE				For full particulars of Passage and Freight Rates, Pamphlets, etc., please apply to—				
SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.				D. W. CRADDOCK,				
AROUND THE WORLD—RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.				GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.				
Passengers may proceed by Rail between Ports of Call in Japan if so desired.				743]				

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc., Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"CHINA"
Captain C. H. S. Toque, R.M.S., will leave for Shanghai TO-MORROW, the 3rd July, at Daylight.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 30th June, 1913.

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, HAMBURG & PORT SAID SINGAPORE.
(Without Transhipment.)

(Taking Cargo at through rates to all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENTIA, ANTWERP, ALGERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"ISCHIA"
Captain Boleto, will be despatched as above on FRIDAY, the 4th July, at Noon.
For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 17th June, 1913.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"
Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for HONGKONG, on SATURDAY, the 6th July, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MEDIN", from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuable Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo, into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay in the s.s. "Eurydice" due in London on the 17th August, 1913.
Passage will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd June, 1913.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "WRAY CASTLE" On or about 5th July.
S.S. "PATHAN" On or about 23rd July.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 1st July, 1913.

HONGKONG—BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malacca Coast.)
S.S. "INDEASAMHA" On or about 14th July.
For freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 24th June, 1913.

GLEN LINE (MCGREGOR, GOW & Co.), LIMITED.

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE"
Captain Jas. McMillan, will be despatched for the above Ports on or about 18th July, 1913.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th June, 1913.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
SHANGHAI, Thursday, 3rd July, Daylight.
SANDAKAN, Saturday, 5th July, Daylight.
YOKOHAMA, KOBE & MOJI, Saturday, 5th July, Noon.
MANILA, Saturday, 5th July, 2 P.M.
SINGAPORE, PENANG & CALCUTTA, Sunday, 6th July, 2 P.M.
SINGAPORE, PENANG & CALCUTTA, Sunday, 12th July, 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KURUSANG" and "POKANGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAIBANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 10 days.

A daily qualified cargo is also carried.
Steamers have superior accommodation and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Kaitum, Chaofo, Tsin, Dalay, W'wah, T'ian & Newchwang.
Taking Cargo on Through Bills of Lading to Kaitum, Chaofo, Tsin, Dalay, W'wah, T'ian & Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 1st July, 1913.

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.
The S.S. "ITOLA," 5,257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG and RANGOON on the 9th July, at Daylight, taking Cargo and Passengers at Current Rates.

EASTWARD.
The S.S. "VADALA

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 2nd August. Connecting with "MIRAMICHI" 16th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAUTITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Dates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 6th July.

WESTWARD.

S.S. "DILWARA," 5328 tons, Captain G. N. Ramage, R.N.M., will be despatched for SINGAPORE, PENANG and CALCUTTA on 3rd July, at 3 p.m. The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 1st July, 1913.

"THE BIG 4" of the
PACIFIC MAIL S.S. CO.

MONGOLIA

27,000 tons, twin screws.

MANCHURIA

27,000 tons, twin screws.

KOREA

18,000 tons, twin screws.

SIBERIA

18,000 tons, twin screws.

NILE

11,000 tons.

CHINA

10,000 tons.

PERSIA

9,000 tons.

COMFORT.

FROM HONGKONG calling at

SHANGHAI, NAGASAKI,

KOBE (via Inland Sea),

SAFETY.

YOKOHAMA and HONO-

LULU (the Paradise of the

Pacific) through Service via

SPEED.

NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	FRIDAY.	4th July, at 1 p.m.
KOREA	18,000	...	FRIDAY.	18th July, at 1 p.m.
SIBERIA	18,000	...	TUESDAY.	29th July, at 3 p.m.
CHINA	10,200	...	TUESDAY.	5th Aug. at 1 p.m.
MANCHURIA	27,000	...	SATURDAY.	16th Aug. at 3 p.m.
NILE	11,000	...	SATURDAY.	23rd Aug. at 1 p.m.
MONGOLIA	27,000	...	SATURDAY.	13th Sept. at Noon.
PERSIA	9,000	...	SATURDAY.	20th Sept. at 1 p.m.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Korea and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.			FROM MANILA.		
Leave Hongkong.		Arrive Manila.	Leave Manila.		Due Hongkong.
4th July	KOREA	5th July.	19th July	CHINA	21st July.
29th July	CHINA	31st July.	25th July	MANCHURIA	27th July.
16th Aug.	NILE	18th Aug.	6th Aug.	NILE	8th Aug.
13th Sept.	PERSIA	15th Sept.	14th Aug.	MONGOLIA	16th Aug.
14th Oct.	CHINA	16th Oct.	2nd Sept.	PERSIA	4th Sept.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR STEAMER TO SAIL.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND AMAGASAKI	On 14th July, at 6 a.m.	
YOKOHAMA	Capt. Girard	
MARSEILLES VIA PORTS	On 15th July, at 1 p.m.	
ATLANTIQUE	Capt. Charbonnel	

TRANS-SHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marcellles.
For further particulars apply toP. THOMAS, AGENT,
QUEEN'S BUILDING

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 2nd JULY, 1913.

8 a.m. "HONGSHAN." 8 a.m. "HONAM."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 3rd JULY, 1913.

8 a.m. "HONAM." 8 a.m. "HONGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th JULY, 1913.

The Company's Steamship "SUI AN."

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAN," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTIAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "KORBER," 9,900 tons, will leave as above on 15th July, at 4 p.m. Superior accommodation for 1st and 2nd Class passengers; no curfew, no tips, no inside Cabins. Doctor, Stewardsess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUZ and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Curfew. Doctor, Stewardsess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lannans, Paris, Calais or Boulogne, Class I £8.15, II £6.15, III £4.15.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Lake Luc, Châmbri, Bern, Basel, Class I £8.15, II £6.15, III £4.15.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £8.15, II £6.15, III £4.15.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.15, II £5.15, III £3.15.
TO SHANGHAI.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July. Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.SANDER, WIELER & Co., Agents,
Hongkong, 28th June, 1913. Prince's Building.SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

37/

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.

S.S. CHIO MARU... 22,000 tons.

S.S. SHINYO MARU... 22,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE)

S.S. HONGKONG MARU... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, games and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Rocky Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket & No. 626

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. Tabusa	12,500	WEDNESDAY, 15th July, at 4 p.m.
	ATSUTA MARU Capt. —	16,000	WEDNESDAY, 30th July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEBUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	YOKOHAMA MARU Capt. Wada	12,500	TUESDAY, 15th July, at 4 p.m.
	SANUKI MARU Capt. Biokada	12,500	TUESDAY, 29th July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tominga	12,500	WEDNESDAY, 30th July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 12th July.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamehita	12,500	MONDAY, 7th July.
KOBE and YOKOHAMA	HITACHI MARU Capt. Yamawaki	13,000	WEDNESDAY, 2nd July, at 5 p.m.
SHANGHAI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. Machida	12,500	MONDAY, 7th July.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominga	12,500	WEDNESDAY, 2nd July, at 11 a.m.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PENANG MARU Capt. Noma	12,500	WEDNESDAY, 2nd July.

Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1247.

(11-12-1).

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO	Steamer	Steamer	SUNDAY	SATURDAY
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOLTAJAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 8	Nov. 14
DELTA	October 25	MARMORA	Nov. 22	Nov. 28
IN-LIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.13 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed SAILINGS:

STEAMER	Leave HONGKONG	Due MARSEILLES	Due LONDON
	About	About	About
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWITT,
SUPERINTENDENT

55

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FROM	STRAIGHTS	TO SAIL	REMARKS
SHANGHAI	CHINA	3rd July	Freight and Passage.
LONDON VIA USUAL PORTS	DEYANHA	Noon	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA	About 9th July	Freight and Passage.
SHANGHAI, KOBE, NAGASAKI, AND YOKOHAMA	Cap. A. Collyer	About 12th July	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st July, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FROM	STRAIGHTS	TO SAIL	REMARKS
HONGKONG & HAIPHONG	KAIFONG	On 2nd July, 10 A.M.	
SHANGHAI	LUCHOW	On 3rd July, 4 P.M.	
WEIHAIWEI, CHEFOO & CHINWANTAO	ICHANG	On 5th July, Noon	
SHANGHAI	LINAN	On 10th July, 4 P.M.	
SHANGHAI	ANHUI	On 15th July, Noon	
WEIHAIWEI & TIENTSIN	HUICHOW	On 15th July, Noon	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY S.S. Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 15 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to— Hongkong, 2nd July, 1913. TELEPHONE 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	On 25th July.	On 19th July, Noon. On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. PREUSSEN	5th July
S.S. SILESIA	20th July
S.S. BRISGAVIA	24th July
S.S. BELGAVIA	30th July
S.S. SCANDIA	14th Aug.
S.S. SENGEMARK	26th Aug.
S.S. LIBERIA	28th Aug.
S.S. ARABIA	11th Sept.
S.S. ARABIA	23rd Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th June, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. V. C. Passmore	FRIDAY, 4th July, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 8th July, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days)

"HAIMUN"	Capt. J. W. Evans	WED'DAY, 2nd July, at 3 P.M.
		SUNDAY, 6th July, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of JULY and AUGUST FIRST CLASS RETURN FARES to FOOCHEW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LARRAIE & Co., GENERAL MANAGERS.

Hongkong, 2nd July, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU. INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	T. Sagami	FRIDAY, 19th Sept., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE-GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

237

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 20th Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kanoo	WED'DAY, 17th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto	WED'DAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 20th Sept., P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

FOR TAMSUI VIA SWATOW AND AMOY.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

FOR CANTON.

FOR BOSHU MARU.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA, MANAGER

Second Floor, No. 1, Queen's Building.

741

PHILIPPINES S.S. CO

Electric Light, Fans in every Cabin. Compulsory Stowaways Carried.

For Freight or Passage, apply to SHENAW, TONG & Co., General Managers.

Hongkong, 9th June, 1913.

PHILIPPINES S.S. Co.

10

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—75' by 88' by 31' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address: "TAIKOO DOCK." 149

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	First half of July.	SHANGHAI	First half of July.
TJITAROEM	JAPAN	First half of July.	JAVA	First half of July.
TJIMAH	JAVA	First half of July.	JAVA	First half of July.
TJILIWONG	SHANGHAI	Second half of July.	JAVA	Second half of July.
TJIMANOEK	JAVA	Second half of July.	JAPAN	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIPANAS	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJILATJAP	JAVA	Second half of July.	SHANGHAI	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

16

York Buildings, 1st Floor. Hongkong, 21st June, 1913.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.

Kobe

KUDAT and SANDAKAN

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Tel-funken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELOERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th June, 1913.

"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORIAL AND CHRONICLE OF THE FAR EAST \$10.00

Do. Do. Smaller Edition 6.00

CHILDREN OF FAR CATHAY, a Social and Political Novel, by G. J. Halcombe 3.50

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FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter" by Capt. C. V. LLOYD, with Maps and Illustrations 1.75

HONGKONG WEEKLY PRESS, half-yearly vol. bound 7.50

FIFTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1912 2.00

RATES OF EXCHANGE AT HONGKONG, English Mail days 1874-1893 1.00

BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893- 1.00

CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe 2.30

PLAN OF THE WEST RIVER 1.00

VICTORIA 0.75

KOWLOON 0.75

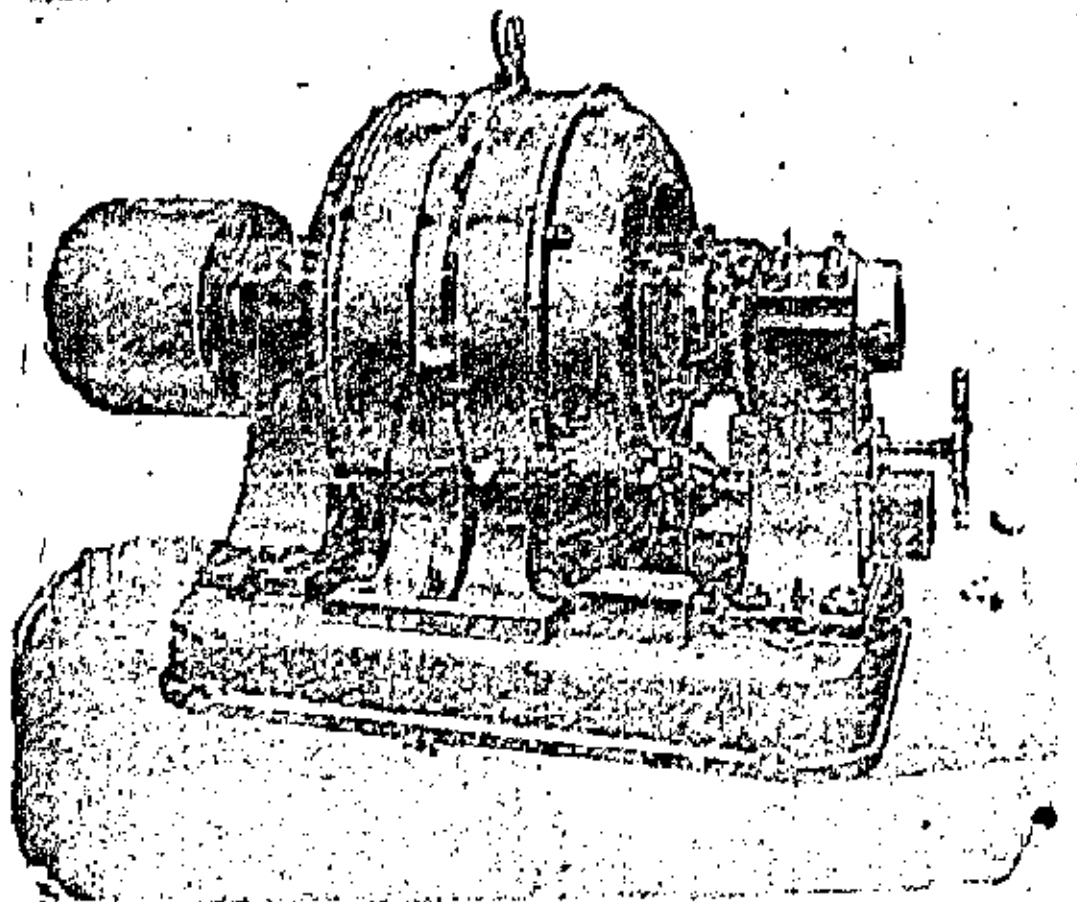
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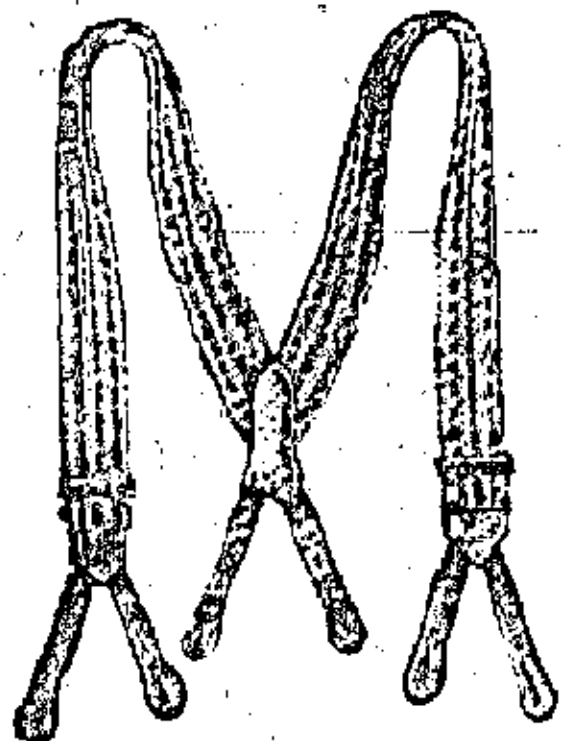
 ELECTRIC MOTORS,
 DYNAMOS,
 VENTILATORS,
 AND ALL KINDS OF
 ELECTRICAL GOODS.

Hongkong, 1st July, 1913.

[44-6]

C. G. BODEN & SOEHNE,
GROSSROEHRSDORF (Germany).

Manufacturers of


BRACES
 AND
BELTS.

Regular Suppliers to the East!

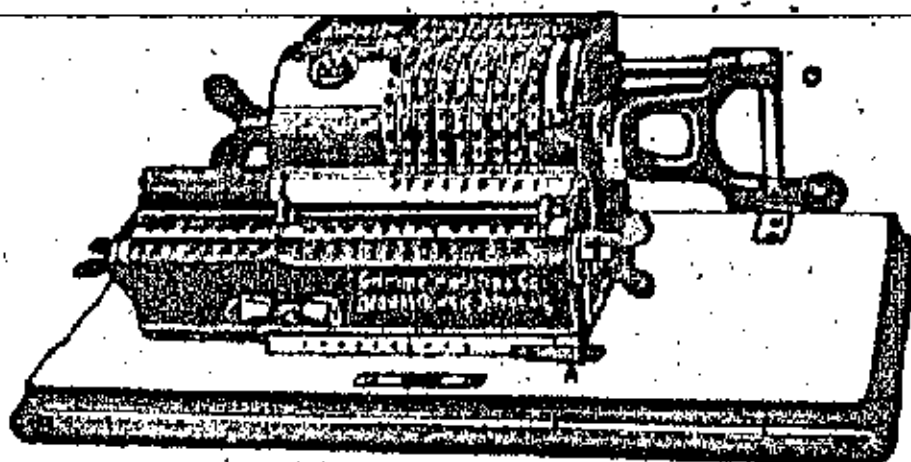
Hongkong, 1st July, 1913.

[44-12]

 IS THE CHEAPEST CALCULATING CLERK!
 THE **Krumpholtz** CALCULATING MACHINE

Calculates in four seconds.

95876 x 3089 = 382,449,364.



In the Far East recently ordered by

The HONGKONG GOVERNMENT,
SHANGHAI MUNICIPAL COUNCIL.

Will be sent for inspection, if you apply to

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.
 Hongkong, 1st July, 1913. [44-14]

NOTICE POST OFFICE

The Money Order Office has been removed from the Ground Floor to the First Floor of the Post Office Building.

The *Linan*, with the Mail from London (via Siberia) of Friday, 13th inst., is expected to arrive here to-day.The *China*, with the English Mail, left Singapore on Saturday, the 28th inst., at 8 a.m., and is expected to arrive here to-day at 2 p.m. This packet brings the Parcel Mail closed in London for despatch by the all-sea route on the 28th May and for despatch overland on the 4th June.

FOR	PER	DATE
Haihow, Huiphong, Pakhoi and Saigon	<i>Kaifong</i> ...	Wednesday, 2nd, 9.00 A.M.
Samrang and Sourabaya	<i>Chidai</i> ...	Wednesday, 2nd, 10.00 A.M.
Batavia	<i>Hainan</i> ...	Wednesday, 2nd, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	<i>Kumano Maru</i> ...	Wednesday, 2nd, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	<i>Empress of Japan</i> ...	Wednesday, 2nd, 10.00 A.M.
Satow, Amoy and Foochow	<i>Kaio Maru</i> ...	Wednesday, 2nd, 1.00 P.M.
Manila	<i>Sui Tai</i> ...	Wednesday, 2nd, 1.15 P.M.
Shanghai and North China	<i>Hainan</i> ...	Wednesday, 2nd, 5.00 P.M.
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)	<i>China</i> ...	Wednesday, 2nd, 5.00 P.M.
Manila	<i>Sui Tai</i> ...	Thursday, 3rd, 1.15 P.M.
Straits and India via Calcutta	<i>Dikona</i> ...	Thursday, 3rd, 2.00 P.M.
Shanghai and North China	<i>Lachow</i> ...	Thursday, 3rd, 3.00 P.M.
Straits, and India via Bombay	<i>Tachow</i> ...	Friday, 4th, 10.00 A.M.
Satow, Amoy and Foochow	<i>Sui Tai</i> ...	Friday, 4th, 1.15 P.M.
Manila	<i>Hainan</i> ...	Friday, 4th, 5.00 P.M.
Satow, Amoy and Foochow	<i>Hainan</i> ...	Saturday, 5th, 10.00 A.M.
Japan via Yokohama	<i>Hainan</i> ...	Saturday, 5th, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents.)	<i>Deutch</i> ...	Saturday, 5th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	<i>Deutch</i> ...	Saturday, 5th, 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	<i>Deutch</i> ...	Saturday, 5th, 10.00 A.M.
1st Parcel mail will be closed on Friday, the 4th July, at 5 p.m.	<i>Deutch</i> ...	Saturday, 5th, 10.00 A.M.
Philippine Islands	<i>Loongany</i> ...	Saturday, 5th, 1.00 P.M.
Manila	<i>Sui Tai</i> ...	Saturday, 5th, 1.15 P.M.

BLACK AND WHITE WHISKY.



GOOD SPIRITS

GARNER, QUELCH & Co.

[763]

COMMERCIAL.

CLOSING QUOTATIONS

June 30th.

ON LONDON:	
Telegraphic Transfer	1,114
Bank Bills, on demand	1,114
Bank Bills, at 30 days' sight	1,114
Bank Bills, at 4 months' sight	1,114
Credit, at 4 months' sight	2
Documentary Bills, at 2 months' sight	2
ON PARIS:	
Bank Bills, on demand	249
Credit, at 4 months' sight	54
ON GERMANY:	
On demand	2014
ON NEW YORK:	
Bank Bills, on demand	48
Credit, at 60 days' sight	49
ON CALCUTTA:	
Telegraphic Transfer	1474
Bank, on demand	148
ON SHANGHAI:	
Bank, at sight	734
Private, 30 days' sight	744
ON YOKOHAMA:	
On demand	964
ON MANILA:	
On demand	964
ON SINGAPORE:	
On demand	964
ON BATAVIA:	
On demand	119
ON HONGKONG:	
On demand	1, 7, p.m.
ON BANGKOK:	
On demand	784
SOVEREIGNS, Bank's Buying Rate	\$10.05
GOLD LEAF, 100 fine, per tael	\$53.00
BAR SILVER, per oz.	6 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	18.25 discount
Chinese	10	18.40
Hongkong	20	18.10
Hongkong	10	8.50

MAILS VIA SIBERIA.

Date	Shanghai
June 13th.	June 28th.
June 14th.	June 30th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 30th JUNE, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.	RETURN ON BASIS OF LAST DIV'D.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$315, sellers	5 1/2 p.c.
China Boreo Company, Limited	60,000	\$12	all	\$10 1/2, buyers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, buyers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$9, sellers	7 1/2 p.c.
COMMERCE.					
Yee Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 136	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$25 1/2, buyers	6 p.c.
Dairy Farm Company, Limited	40,000	\$74	all		
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, buyers	5 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52 1/2, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	\$50	all	\$52, buyers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 113	
Green Island Cement Co., Limited	400,000	\$10	all	\$7.35, sellers	5 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$40, buyers	5 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$24, buyers	5 p.c.
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$84, sellers	6 1/2 p.c.
Hongkong Ice Company, Limited	60,000	\$25	all	\$24 1/2, buyers	9 1/2 p.c.
Hongkong Cold Storage Co., Ltd.	15,000	\$10	all	\$4, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10, sellers	
Hongkong Tramway Co., Ltd.	325,000	\$10	all	7 1/2	
INSURANCES.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$295	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$25	\$147	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$257, buyers	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 135, buyers	
Union Insurance Society, Limited	12,400	\$100	\$50	\$190, sellers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$200, & \$173	
LANDS AND BUILDINGS.					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$113 1/2, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$9	5 1/2 p.c.
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$40, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	Tls. 92	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	\$74 1/2	5 1/2 p.c.
West Point Building Co., Limited	12,500	\$50	all		
Manichappi tot Mij, Bosch en					
Landbouw exploitatie in Langkat	25,000	Gda. 10	all	Tls. 49 1/2, sales	
MINING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6	
Heawood Tin and Huber Estate Ltd.	2,000	\$1	all	\$3, buyers	
Rauk Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$70, sellers	
Tromps Mines, Limited	160,000	\$1	all	\$10 1/2, sellers	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$9 1/2, sellers	
Philippine Co., Limited	75,000	\$10	all	\$20, sellers	
Pulpes et Papeteries de l'Inde Societe des	13,200	\$50	all		
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$100	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$364	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	40,000	\$25	all	\$10, buyers	6 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$27 1/2, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$85, 1st class	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$104 1/2 x div.	
Shell Transport & Trading Co., Ltd.	2,500,000 def.	\$1	all	\$53 1/2	3 1/2 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$24, buyers	
South China Morning Post, Limited	6,000	\$25	all	\$44, buyers	
Steam Laundry Company, Limited	20,000	\$5	all		
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$2	
Gauze, Price & Co., Limited	50,000	\$10	all	\$6	
Powell, Wm., Limited	15,000	\$7	all	\$10, buyers	4 p.c.
Watson & Co. A. S. Limited	90,000	\$10	all	\$8	
Weissmann, Limited	3,000	\$10	all	\$23, buyers	8 p.c.
United Asbestos Oriental Agency Ltd.	9,900 ordy.	\$10	\$4	\$94	
Union Waterboat Co., Limited	100 fiders	\$1	all	\$300	7 p.c.
Union Waterboat Co., Limited	50,000	\$1	all	\$18	

Para Rubber in London ... 59 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1895	Tls. 767,200	Tls. 250	7 1/2 p.c. ann. for.	

VERNON & SMYTH, Share Broker.

TO-MORROW

9.30 p.m.—Malini at St. Andrews Hall, City Hall.

FORTHCOMING EVENTS.

Wednesday, 16th July—

12.30 p.m.—The "Star" Ferry Co., Ltd., Extraordinary General Meeting at the Office of Messrs. Jardine, Matheson & Co., Ltd.

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[34-2]

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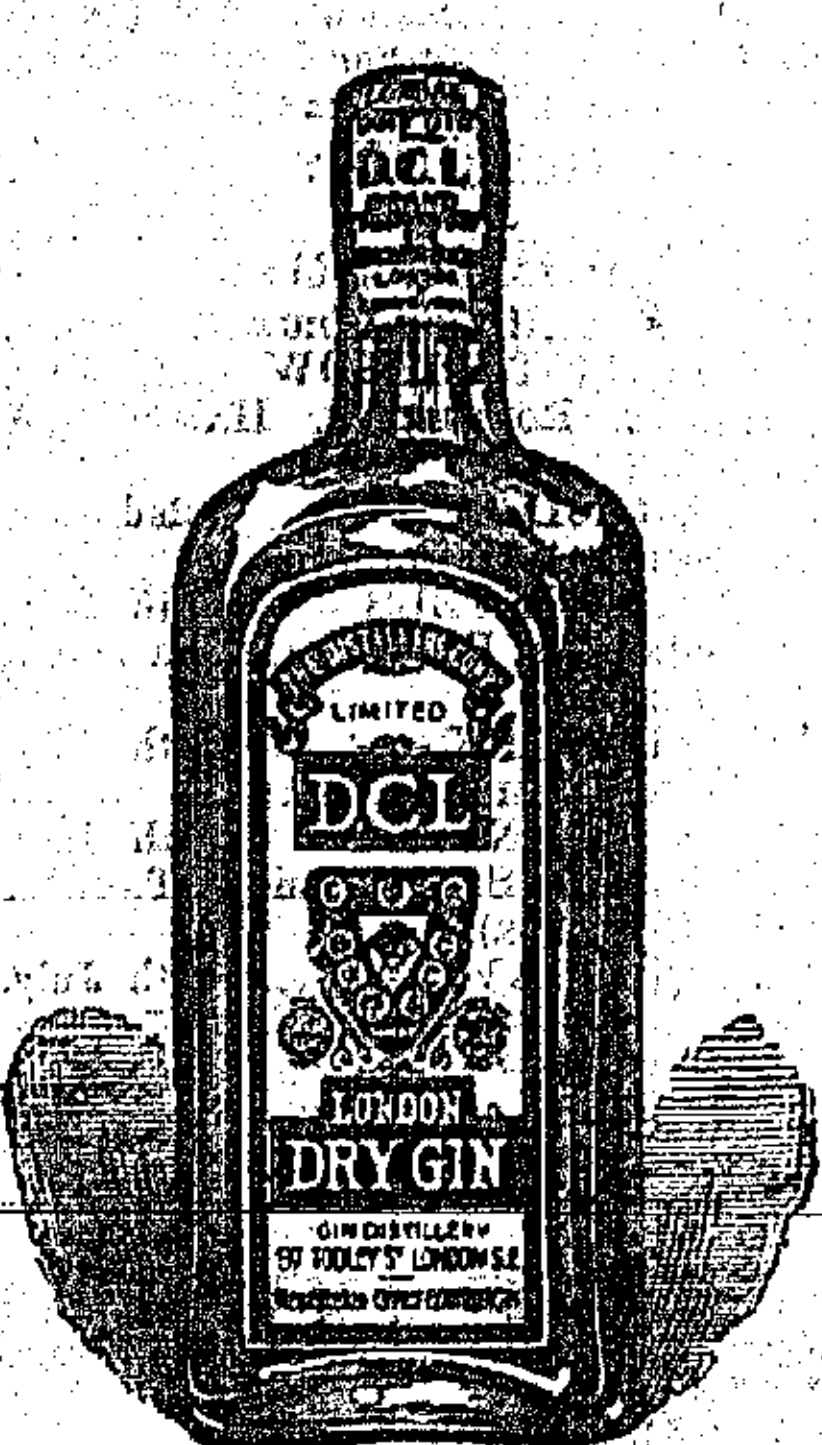
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TELEPHONE No. 135.

[42-1]


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